

THE
CENTER
LINE

MONTANA HIGHWAY
COMMISSION

Vol. VI., No. 11.

November, 1963.

M.M.T.A. PRESENTS SAFETY AWARDS



Left: J. Bart Hayes, trailmobile official from Salt Lake City, presented special awards for fleet safety winners in mileage divisions at the MMTA convention in Great Falls in October. Pictured here are Larry Meredith, Wyoming Trucking Association official accepting the award from American Oil Co., Casper; Walt Litman, Johnston's Fuel Liners, Newcastle, and Leigh Goodrich, NP Transport, Billings.

Center: Alex Stephenson, Montana Highway Patrol Supervisor, made safety award presentations to three Montana truck firms

in the fleet safety contest sponsored annually by MMTA. Shown are Stephenson, Robert Glennen, Salt Creek Freightways, Stan Warner, Great Northern Truck Lines, and Ralph Wallace, Garrett Freightlines.

Right: Trailmobile awards were presented for the 11th consecutive year at the MMTA convention in Great Falls. Receiving special certificates for safety were Jack Callahan, Northern Tank Lines, and H. L. Dennison, Babcock & Lee. J. Bart Hayes, at right, Trailmobile representative from Salt Lake City, made the presentations.

REPORT RECORD CAR PRODUCTION

The Automobile Manufacturers Association of Detroit indicates in a news release that a new record for passenger car production in the U. S. was set in October. According to the AMA, 799,371 cars were turned off the assembly lines in that month. In addition, 140,158 trucks and busses were built, bringing the grand total to 939,529. That's almost a million vehicles a month!!!

The accumulative total for the year, as of Nov. 9, was 7,636,952. It's obvious, by these

figures, that more and more good roads are going to be a "must" in the future.

Further figures indicate that during the week ending November 11, more vehicles were produced than at any week in the industry's history.

The record output for the week totaled 220,226 units, including passenger cars (189,126), trucks and busses (31,100).

How much traveling are all these vehicles doing? According to figures released from the

(Continued on page 2)



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Material in the Center Line May Be Copied and Reproduced

THIS MONTH'S GUEST EDITORIAL

We are indebted to the Mineral Independent at Superior, for the fine article in the October 31 issue entitled, *Interstate Roads Have It All Over Whatever Is In Second Place.*

In the article comparisons were made of the roads in eastern and western Montana. It stated: "Communities such as Superior and Livingston, which have been most vocal about the State Highway Commission act of bypassing, are gaining absolutely no sympathy from the serious traveler."

"On the contrary, there is a warm feeling toward them, and a bit of curiosity about them as well. The traveler is impressed with the view from the Interstate as it overlooks the town, and has an urge to stop in when he isn't in as much of a hurry. Miles City and Deer Lodge are equally appealing, where before, such places were a source of irritation because they caused the traveler in a hurry to slow down and fight local traffic."

The article went on to say: "A safety feature of the highways in many places is the addition of outside white lines to the pavement. This, in addition to the center line and no passing solid yellow lines, gives the driver a reference mark to watch while meeting opposing headlights at night."

The article in its entirety is very interesting. We are sure you could obtain a copy by writing the editor of the Mineral Independent at Superior.

AWARD SHEET Project No.	Amount	Bidder	Letting of October 30, 1963 Address
I 90-1 (22) 71 Tarkio-East (Bridge) Mineral County	\$ 471,284.13	Schultz & Lindsay Const. Co.	Fargo N. D.
F 152(7) U2—Harlem-Dodson (Bridge & SPPC) Blaine County	\$ 158,340.08	Riklin Const. Co.	Helena, Mont.
F 191 (24) Pablo-Kalispell (Road) Lake & Flathead Counties	\$1,377,696.54	Zook Bros. Const. Co.	Great Falls, Mont.
F 228(21) West Urban- Billings (Traffic Control Devices) Yellowstone County	\$ 68,224.92	Yellowstone Electric Co.	Billings, Mont.
F 246(13) Circle- Glendive (Road) McCone & Dawson Counties	\$ 703,810.52	Peter Kiewit Sons' Co.	Billings, Mont.
F 249(15) Garrison-Helena (Road) Powell County	\$ 56,463.75	Winslow Const. Inc.	Whitehall, Mont.
S 316(11) Cut Bank-North (Road) Glacier County	\$ 416,917.31	Nilson-Smith Const. Co.	Great Falls, Mont.
SMP-0299-63 Various (Crush & Stockpile) Big Horn, Stillwater & Yellowstone Cos.	\$ 108,250.00	Empire Sand & Gravel Co., Inc.	Billings, Mont.

RECORD PRODUCTION

(Continued from page 1)

Bureau of Public Roads as of November 13, total travel for 1963, based on information for the first nine months of the year, is estimated at 798 billion vehicle-miles. This is a 4% increase over 1962.

Considering the figures for last year, it has been estimated that the average motor vehicle traveled 9,635 miles. The average passenger car traveled 9,435 miles and consumed 654 gallons of fuel at a rate of 14.42 miles per gallon.

ARTICLE BY ED DALAKOW

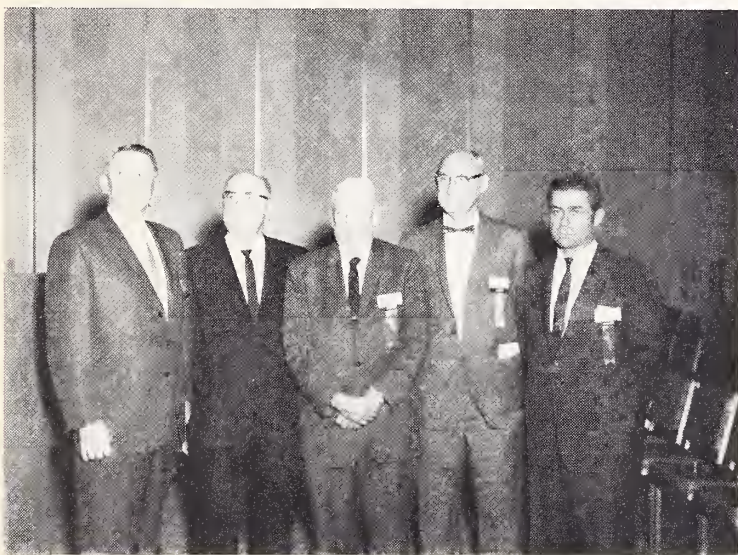
Ed A. Dalakow, in the R/W department, has written an article entitled *Determining the Meridian by a Direct Solar Observation.*

Although the technical paper is too long to publish in the *Centerline*, yet we feel it has sufficient interest to engineering personnel to be reproduced. Therefore, copies are being made and sent to the Division offices so that each interested engineer may have a copy. Anyone else wishing a copy can have one free by writing to Ed, or to the Public Information Office in Helena.



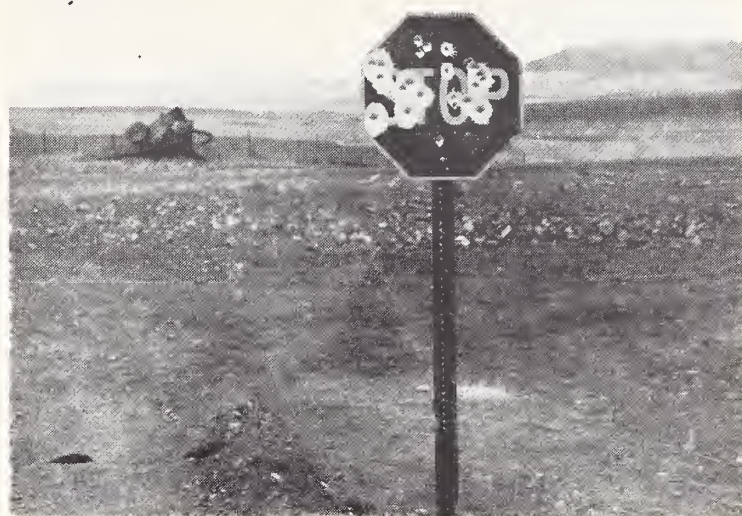
Here is a picture of the new rest area comfort station recently completed at Belt. This is one of five which are in the final stages of completion, and which will be ready for tourist travel early in the spring. Each comfort station has flush toilets, running water, and the rest area will have a picnic shelter, benches, tables, and garbage cans.

Located at Belt, Shawmut, Bainville, Alder and Somers, these projects are being built with maintenance money. The Commission has given the "go ahead" for designing and construction of many more similar rest areas on the primary system.



Through the courtesy of the Colorado Department of Highways we have a picture of the new officers of WASHO. Montana was honored to have our own commissioner Stanley Halorson elected as a member of the executive committee. Shown here are Hal Woodward, Highway Commissioner of Texas, Halvorson, Forrest Cooper, State Highway Engineer of Oregon (President), John C. Myatt, State Highway Engineer of Hawaii (Vice-president), and C. Taylor Burton, Director of Highways for Utah (Secretary).

\$100.00 REWARD



In line with the MHD's campaign to cut down on sign vandalism, welcome news has come to us that a \$100 reward is being offered for information leading to the apprehension of anyone shooting, or otherwise maliciously destroying, any highway signs.

The reward is being posted jointly by the Contractors' Association, the Petroleum Dealers Association and the Motor Transport Association.

It is hoped that all MHD personnel will be on the alert for sign vandals, and report them to the proper law enforcement officers. Since the Fish and Game Department is co-operating in this project, violations may be reported to game wardens, as well as to sheriffs, or highway patrolmen.

This picture shows a sign east of Townsend which has 23 bullet holes in it. The blurred object to the left is a piece of road machinery used on the construction nearby, however, it could easily have been an automobile which had been wrecked as the result of a bullet, or because the driver could not read the legend on the STOP sign.

Last month's *Centerline* carried a picture and story about the BPR open house. A mistake was made in the identification of Bureau personnel in one of the pictures. We said it was H. T. Anderson. It should have been "Slim" Gordon. Our apologies.



You would almost think the striped effect on this steep cut was man-made. Actually, it is the result of layers of clay, with alternating shades of brown. The cut was made through a hill on the Huson-West Interstate project.



Traffic is now using the new highway up the Rimrocks in Billings. This "Swede's-eye" view shows the new alignment terminating with the interchange near the airport, and the state highway No. 3 extending on past the field toward Lavina.

HIGHWAY BUSINESS IS BOOMING

There have been 500 new projects let to contract by the MHD since 1958. Broken down into systems, they show 137 Interstate, 163 Primary, 172 Secondary, 6 E. R. F. O. (Emergency relief), and 8 R. A. D. (Radar access defense).

At each month's lettings, this figure is increased by 10-20 additional contracts.

HATS OFF TO G. K. UCHYTIL

G. K. Uchytel, division sign painter for the Montana Highway Department at Glendive, really went "all-out" in the current project of displaying damaged signs in the Glendive Division.

J. R. Roundtree, division engineer, reports that signs have been placed in 30 different locations in 11 cities and towns in the division. The display may be seen in schools, courthouses, bars, newspapers; on bulletin boards, windows and lobbies.

The PIC office appreciates the cooperation of the division engineers in getting these displays erected. We hope it will help minimize vandalism of our highway signs.



Today's Tom Sawyer is a far cry from the Mark Twain character. Elmer Liebelt, sectionman at Flowing Wells, "whitewashes" his own fences. In this case, he is painting the bridge railing over Little Dry Creek near Van Norman.

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS				
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles	grade, drain, aggregate & plant mix bituminous surface . (U. S. 87 - S. of Roundup).
102	F 207 (8)	12-31-63	0.2 miles	grading, drainage, surfacing, plant mix bituminous & seal coat oiling . (U. S. 10 - In Butte).
	U-F 242 (16)	12-31-63	0.8 miles	grade, drain, surface & plant mix bituminous surfacing . (U. S. 91 - In Butte).
	F 279 (4)	12-31-63	0.5 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 10 - ByPass - In Butte).
	F 152 (7) U 2	8-31-64	One 213 ft.	prestressed concrete beam bridge - Milk River . One large structural plate pipe - Indian Service Irrigation Canal .
			(U. S. 2 - S. of Harlem) .	
104	F 193 (13)	4-30-64	11.6 miles	grass seeding . (Montana 16 - Medicine Lake N.).
105	F 135 (18)	4-30-64	0.6 miles	seeding & mulching . (U. S. 10 - W. of Miles City).
106	F-PG 68 (12) U 1	9-1-64	2.7 miles	(four-lane divided) grade, drain, surface, plant mix bituminous surface . Signing & Delineation . (U. S. 10 A - E. of Anaconda).
	F-PG 68 (12) U 2	12-31-63	Four prestressed concrete beam bridges, dual 70 ft. -	Clark Fork & dual 148 ft. - NP. RY . (U. S. 10 A - E. of Anaconda).
	ROW-F-PG 68 (8)	12-31-63	2.7 miles	fencing . (U. S. 10 A - E. of Anaconda).
107	F 134 (6)	9-30-64	0.7 miles	grade, drain, surface, & plant mix bituminous surface . (U. S. 212 - Laurel S.).
108	F 67 (9)	12-31-63	1.6 miles	grade, drain, surface, stabilized base surface, plant mix bituminous, seal coat oil . (U. S. 91 - Main Street In Conrad).
109	F 144 (8)	4-30-64	4.7 miles	grass seeding . (U. S. 2 - Glasgow E.).
110	U F 296 (15) U 1	12-31-63	4.2 miles	(0.7 miles four-lane) grade, drain, surface & plant mix bituminous surfacing . (Montana 3 - Billings N. W.).
	F 187 (13) , F 230 (7) & U 296 (14)	12-31-63	0.1 mile	lighting and signing at Intersection U. S. 10, 212, 87 & 312 . (U. S. 10 - Billings).
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles	grade, drain, surface & plant mix bituminous surface . (U. S. 87 - S. W. of Fort Benton).
112	F 191 (24)	12-31-63	5.9 miles	grade, drain, aggregate & plant mix bituminous surfacing . (U. S. 93 - S. of Kalispell).
113	F 217 (11)	10-15-65	9.2 miles	grade, drain, aggregate & plant mix bituminous surface . Relocate portion of NP. RY. tracks . (U. S. 89 - S. of Livingston).
114	F 46 (6)	12-31-63	11.2 miles	plant mix bituminous surfacing . (Montana 47 - N. of Hardin).
115	U PG 228 (16)	12-31-63	1.5 miles	grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP. RR. (U. S. 10 - In Billings).
	F 228 (19) U 1	9-1-64	0.6 mile	grade, drain, aggregate & plant mix bituminous surface . Signing & Delineation . (U. S. 10 - West Billings Interchange).
	F 228 (19) U 2	9-1-64	0.6 mile	fencing . (U. S. 10 - West Billings Interchange).
	F 228 (21)	5-31-64	1.5 miles	signing, signals & lighting . (U. S. 10 - In Billings).
116	F 264 (8)	10-31-64	6.4 miles	grade, drain, aggregate & plant mix bituminous surfacing . (U. S. 12 - Townsend E.).
117	ROW F 28 (3)	12-31-63	5.8 miles	fencing . (U. S. 87 - S. of Grass Range).
	F 28 (4)	12-31-63	5.8 miles	grade, drain, surface, & plant mix bituminous surfacing . (U. S. 87 - S. of Grass Range).
118	U 149 (15)	12-31-63	4.0 miles	(0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface . (U. S. 87 - ByPass - Great Falls N.).
	U PG 395 (6)	12-31-63	1.5 miles	(1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement . Two concrete underpasses - GN. RY. & Smelter Avenue . (U. S. 87 - ByPass - Great Falls N.).
119	F 235 (25)	12-31-63	7.5 miles	grade, drain, surface, plant mix bituminous surface . One 81 ft. prestressed concrete beam bridge - Otter Creek . (U. S. 87 - W. of Stanford).
	F 235 (31)	12-31-63	4.0 miles	plant mix bituminous surfacing . (U. S. 87 - W. of Stanford).
120	F 114 (5)	9-1-64	2.4 miles	grade, drain, surface & plant mix bituminous surfacing . (Hysam connection to Interstate).
121	F PG 219 (16) U 1	12-31-63	9.8 miles	grade, drain, surface & plant mix bituminous surfacing . (U. S. 10 A - N. W. of Missoula).
122	F 9999 (1)	1-31-64	119 miles	signing . (U. S. 10, 10 A, & 93 - Missoula to Kalispell).
123	F 191 (20) U 1	12-31-63	7.3 miles	(2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling . (U. S. 93 - N. of Polson).
124	F 246 (13)	11-15-64	9.2 miles	grade, drain, aggregate & plant mix bituminous surfacing . (Montana 20 S - S.E. of Circle).
125	F 249 (15)	1-31-64	0.6 mile	grade, drain & slide area stabilization . (U. S. 12 - E. of Garrison).
126	U 227 (6) & F 388 (6)	12-31-63	2.6 miles	street widening, curbs, plant mix bituminous surfacing, traffic signals & signing . (10th Avenue S. ByPass-In Great Falls).
127	F 184 (15)	12-31-63	1.1 miles	seeding & mulching . (U. S. 10 - N. of Deer Lodge).
128	ERFO 41 (1) *	1964	1.0 mile	grade, drain, aggregate & plant mix bituminous surfacing . One 36 ft. concrete slab bridge - Cougar Creek . (U. S. 191 - N. of W. Yellowstone).
131	F 185 (6) U 2	12-31-63	0.3 miles	seal coating . (U. S. 10 - W. of Livingston).
133	F 153 (8)	12-31-63	9.0 miles	grade, drain, surface & plant mix bituminous surfacing . (U. S. 2 - E. of Dodson).
	F 153 (9)	4-30-64	9.0 miles	grass seeding . (U. S. 2 - E. of Dodson).
134	F 176 (7)	7-30-64	5.3 miles	grade, drain, surface & plant mix bituminous surfacing . (Montana 20 - E. of Simms).
135	F 42 (1) U 3	12-31-63	9.2 miles	seal coating . (Montana 43 - Wisdom W.).
136	F 214 (3) U 2	12-31-63	1.0 miles	seal coating . (U. S. 12 - In Helena).
138	F 210 (3)	12-31-63	6.0 miles	plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning).
	F 227 (5)	12-31-63	4.0 miles	plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning).
	F 227 (6)	12-31-63	4.3 miles	grade, drain, surface, & plant mix surfacing . (U. S. 89 - N. W. of Browning).
139	FHP 13-3 (1)*	1963	4.1 miles	grade, drain & base . One 60 ft. reinforced concrete bridge-Bear Creek. One 26 ft. concrete slab bridge - Devil Creek . (U. S. 2 - S.W. - E. Glacier).
140	F 209 (4)	9-15-64	5.5 miles	grade, drain, aggregate & plant mix bituminous surface . Four 20 ft. concrete bridge .(U. S. 191 - W. of Bozeman).
	F 86 (22)	4-30-64	0.8 miles	seeding & mulching . (U. S. 10 - S. W. of Miles City).
	F 315 (16) U 1	12-31-63	11.4 miles	grade, drain & surface . (Montana 24 - S. E. of Fort Peck).
	F 315 (17)	4-30-64	12.0 miles	grass seeding . (Montana 24 - S. E. of Fort Peck).
	F 315 (18)	4-30-64	11.4 miles	grass seeding . (Montana 24 - S. E. of Fort Peck).
145	F 157 (19)	7-15-64	10.9 miles	grade, drain, surface, & plant mix bituminous surface . Widen one 164 ft. - Concrete T Beam Bridge to 28 ft. roadway S. Fork Sunday Creek. One 122 ft. - prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22 - N.W. of Miles City).
FEDERAL AID SECONDARY PROJECTS				
201	S 311 (5)	8-31-64	0.9 mile	grade, drain, aggregate & road mix bituminous surface. One 213 ft. prestressed concrete beam bridge - Milk River . (S. of Chinook).
202	S 58 (6)	8-31-65	1.1 miles	grade, drain, aggregate & plant mix bituminous surface. One 650 ft. welded steel plate girder bridge - Flathead River . One 128 ft. prestressed concrete beam overpass - NP. RY. (Ferna North).
203	S 236 (8)	8-30-64	1.2 miles	grade, drain, surface. One 562 ft. riveted plate girder bridge . (N. of U. S. 10 & Montana 47).
204	S 316 (11)	9-30-64	7.6 miles	grade, drain, aggregate & plant mix bituminous surfacing . (N. of Cut Bank).
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles	grade, drain, aggregate & plant mix bituminous surface . (Ekalaka S.).
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles	fencing . (Ekalaka S.).
206	S 192 (3)	12-31-63	Dual prestressed concrete beam bridges -	I 90 Separation . (S. W. of Billings).
	S-SG 192 (4) U 1	9-1-64	1.0 miles	grade, drain, aggregate & plant mix bituminous surface . Signing & Delineation . (Connection to W. Billings Interchange).
	S-SG 192 (4) U 2	9-1-64	1.0 mile	fencing . (Connection to W. Billings Interchange).
	FHP 5-1 (1) 2 (2) *	1963	13.8 miles	plant mix bituminous surfacing . (S. of Troy).
207	S 26 (10)	12-31-63	One 102 ft.	- prestressed concrete beam bridge - Soap Creek & approaches . (S. of St. Xavier).
208	FHP 11-1 (1) & S 391- FH *	1963	32.5 miles	grading, drainage & base. Raising of three timber bridges - Lolo Creek . (U. S. 12 - Lolo to Idaho State Line).
209	S 359 (7)	10-15-64	3.0 miles	grade, drain, aggregate & plant mix bituminous surfacing . One 50 ft. treated timber bridge - Drainage . (Glendive S.).
210	ERFO 41 (1) **	1964	15.6 miles	grade, drain aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75 ft. - Grayling Creek and 124 ft. - Beaver Creek. Widen 83 ft. concrete girder bridges - Cabin Creek . (N. W. of W. Yellowstone).
211			4.9 miles	grade & drain. One 245 ft. prestressed concrete beam bridge - Swan River . (S. of Big Fork E.).
214	S 65 (6)	12-31-63	Reset 239 rods	of fencing. (W. of Wilsall).
215	ROW S 370 (13)	12-31-63	6.7 miles	grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling . (W. of Wilsall).
	S 370 (15)	12-31-63	2.7 miles	grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop).
217	S 389 (3)	12-31-63	Three prestressed concrete beam bridges.	One 92 ft. & 71 ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.).
219	S 85 (00) U 2 & S 85 (3) U 2	12-31-63	8.8 miles	grade, drain, & aggregate surfacing. (McLeod S.W.).
220	S 28 (7) & S 28 (8)	9-30-64	7.0 miles	grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.).
221	S 129 (8)	12-31-63	8.2 miles	grade, drain & aggregate surfacing . (Plevna S.).
222	S 401 (3) U 1	12-31-63	Two 132 ft.	- prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.).
	S 401 (3) U 2	6-30-64	4.9 miles	grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.).
223	S 290 (16) & S 307 (12)	7-1-64	1.8 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Helena).
224	S 2 (15) U 1	12-31-63	13.2 miles	(part aggregate surface) plant mix bituminous surfacing . (Froid W.).
225	S 200 (5)	12-31-63	0.9 miles	grade, drain, surface, & plant mix bituminous & seal coat oiling . (E. of Butte).
226	S 213 (4)	12-31-63	0.3 miles	grade, drain & aggregate surface. One 457 ft. welded steel plate girder bridge - Clark Fork. (S. E. of Alberton).
227	S 407 (2)	10-31-64	6.6 miles	grade, drain, surface, & plant mix bituminous surfacing . (Girard W. to E.).
228	S 361 (12)	7-15-64	7.0 miles	seal coating . (N. of Townsend).
231	S 6 (4) U 2	12-31-63	5.4 miles	seal coating . (N. of Avon).
233	S 291 (6) U 2	12-31-63	8.7 miles	aggregate, plant mix bituminous surfacing & seal coating . (N. of Glasgow).
237	S 330 (1) U 2	12-31-63	7.8 miles	grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson).
247	S 368 (17)	7-16-64	11.6 miles	(1.0 mile grade & drain) aggregate & plant mix bituminous surfacing . (Utica to Hobson).
248	S 402 (3)	12-31-63	6.3 miles	grade, drain, surface & plant mix bituminous surfacing . (E. of Hardin).
250	S 121 (4)	12-31-63		
251	S 322 (7)	12-31-63		

OFF SYSTEM PROJECTS

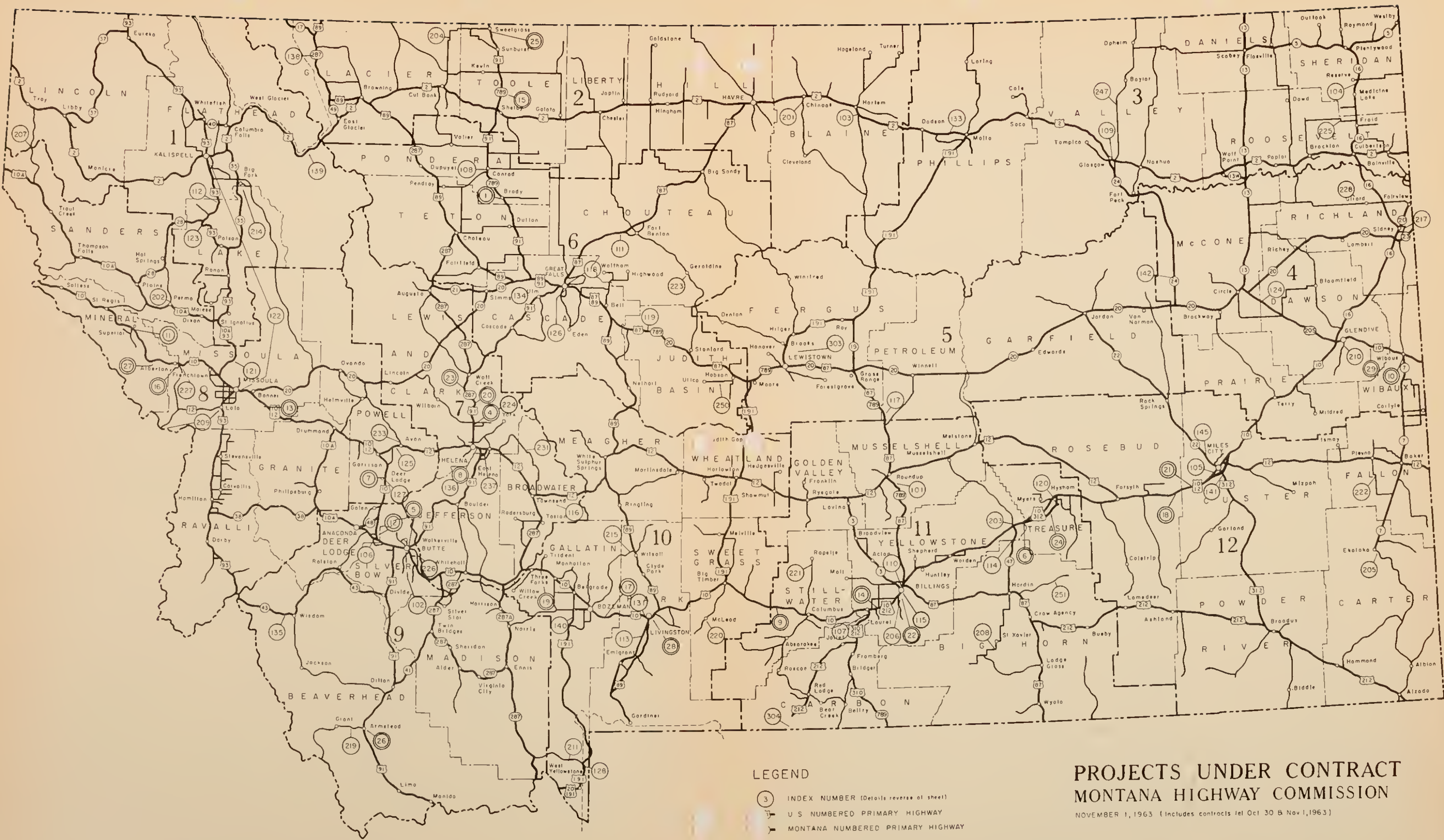
303	R AD 7 (1) *	1963	8.7 miles	grading, drainage & aggregate surfacing . (Brooks E.).
304	FHP 59-2(1) & FL 59 (1),(2)*	1963	8.7 miles	grading, drainage, aggregate & plant mix bituminous surfacing . (S. of Red Lodge).

* - Bureau of Public Roads Projects .

** - Bureau of Public Roads Projects - Map Index Numbers 128 and 211 one contract .



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LEGEND

- ③ INDEX NUMBER (Details reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

NOVEMBER 1, 1963 (Includes contracts let Oct 30 & Nov 1, 1963)



Division Engineer Jack McGhee of Billings, tells the marking crew to "Put 'er over there." This picture was taken without Jack's knowledge) on October 30 on the Rimrocks project at Billings.



Just a reminder to drive carefully. Two College boys died as a result of striking this bridge railing just east of Three Forks. Highway Patrolmen estimate their speed to have been 80 mph at the time of impact.

NEWS OF THE DIVISIONS

Great Falls Division

Congratulations to Rick Fransen. Rick accepted a transfer from the field and is now working in the Design section in Great Falls.

Permit Clerk, Virginia Dunn, has just been released from the hospital where she underwent major surgery. Our best wishes for a complete and speedy recovery.

Then there was the world series! Among those suffering the pangs of adverse fortune are Rick Fransen, "Sonny" Farry, Marvin Wise and John Murrill. These men are in mourning because of the sudden and complete collapse of their heroes—the vaunted New York Yankees. However, two renowned anti-Yanks, B. B. Briscoe and Dale D. Moore,

never had it so good. They believe in the adage: "All good things come to those who wait and wait and wait. . ."

The employees of the Great Falls Division would like to go on record and extend a hearty thanks for a job well done, to the members of the insurance committee. We are aware of the additional burden placed on your shoulders by this important assignment and we wish to commend you for accepting the challenge and for the fortitude you displayed in seeing the problem through. We are confident that we will all benefit as a result of your labors.

Bozeman Division

Another one of our young bachelors decided that two can live cheaper than one, and on the 12th day of October, Linda Koerber and Leslie Wayne Saunders were married. Mr. Saunders is an Eng. Aide I, having started with the department in the early summer of this year and is presently with the crew under the supervision of John J. Anderson, Project Engineer now at Manhattan. We wish them the very best of luck and a long and happy married life.

We would also like to announce that our new "night man" is Mr. Claren D. Pearson who has been here for some weeks now. We welcome him to the Bozeman Division and hope he plans to be with us for a long time.

Also back with the Division is Donald K. Betcher who was recently released from the army and two years of service. Mr. Betcher is back with his original crew on maintenance, working under H. L. Morrison, Sectionman at Livingston.

Another new member of the maintenance forces is Charles G. Rogers who is working out of the Bozeman office under J. W. Bailey, Sectionman.

Our congratulations to Louie Maack of Harrison, who has been recently promoted to Sectionman. Mr. Maack has been with the department since 1955. We wish him success in his new position with the department.

Missoula Division

Not just an ordinary item of topography, but a grave, discovered during the location survey for Project I-1G 90-1(8)50, Superior-East.



Shown in the picture, standing just behind the grave, is George Hankinson, retired Forest Service Ranger, who witnessed the burial in about July of 1909. He recalled the occasion quite vividly and gave a very interesting account of the circumstances. It

seems the victim was an itinerant worker, either working for the Milwaukee Railroad or employed on the log drives down the Clark Fork River, and drowned under unknown circumstances about four miles upstream and the body was recovered near this point. Mr. Hankinson recalled that upon calling the Missoula authorities for instructions, they were told that "if you're sure he is dead, bury him." It seems that this was not an uncommon occurrence in those days and little ceremony was involved in the disposal of the remains. It was also interesting to note that at time of the burial, the fair-sized trees shown in the picture were only bushes about belt high. To clear this area for highway construction a Missoula mortuary was engaged to remove the remains to the Superior cemetery, which was done on November 7, 1963.



Another section of the Interstate has been completed. Shown above is the maintenance crew under the direction of John Cyr, removing the barricade to open the newly completed project I 90-1 (17)75, Unit 1, Alberton East

and West. The first car over the new highway at 2:00 p. m. on November 7, 1963 was William J. Doyle, Jr. of Superior, Montana, pictured below.



The contract, held by Nilson-Smith Construction Company of Great Falls at a cost of \$1,304,345.00 was 4.958 miles in length and completed in 83% of the contract time. Cecil Owen was the Project Engineer in charge.

Glendive Division

Congratulations on tab for our hunter-fisherman and all-round sports-minded right-of-way agent, James Hein, who is endowed with full yard-wide smile upon his countenance lately as he vividly expounds on his execution of a three-year-old bull moose in Cabin Creek, Gallatin County about September 15th. Although his story generates much pride and skill, it also has a tendency to grow from generally good sized prize bull to very huge mountain-sized beast. But we did gather between the devious "ohs" and "ahs" that it weighed in the neighborhood of 900 lbs., making the field dress weight about 500 lbs. and the take-home meat about 300 lbs. which is no small potatoes (I mean bull). Surely saves on the winter meat bill, no matter how you look at it.

Congratulations are in store for parents of Kelly Francis Dick, born October 8, 1963. Carol and Jim's little girl bundle weighed 7 lbs. and 2 oz.

Congratulations upcoming for Walter and Joyce Devoy, right of way agent, who have proud addition (girl-wise) to their family. Born October 27th and weighed in at 7 lbs. 8 $\frac{1}{4}$ ozs.

Dorinda Marie is the third girl member of this family and with mama—makes four lady

bosses Walt has to learn to understand and comply with—Good Luck, Walt.

Walt Devoy, Dean Knapp, Ken Cress, and John Schrader attended the right of way appraisal school from the 4th of November to the 15th. We all miss seeing their smiling faces but know they are receiving a wonderful abundance of knowledge that makes for a better equipped right of way agent and a smoother running department.

Our lovely, auburn-haired, right of way secretary, Beverly Zinniel, has resigned as of November 15th, to start raising her family. Betty Paluck, who previously worked for the department, has returned to keep the front lines running smooth. We are very sorry to say goodbye and farewell to Beverly, but wish her luck in her new job as just plain relaxed housewife and mother and we all welcome Betty back into our midst after her two and a half year vacation. She has had two additions also to her family while away and believe she has returned to work for a little peace and quiet. How about that, Betty?

PHAIR PHALL PHINDS PHEW PHAILURES

Since the editor broke the “eph” key on the typewriter, this story is the result.

Phew contractors phailed to take advantage of the phine phall season, and as a result, nineteen hundred and phorty-seven men were employed as oph the end oph October on Highway projects. There were phour hundred and seventy miles oph highways under construction, which amounted to eighty-phour million, phive hundred phive thousand, three hundred phifty-six dollars and twenty phive cents.

IN MEMORIAM

Highway Department employees were saddened by the loss of Louis Prebil on Sept. 22. Louie was the congenial fellow who looked after the dispatching of vehicles from the Helena shop. His title was officially: “Assistant Plant and Equipment Manager.” He had worked for the MHD since 1942, and was highly regarded for his willingness to be of assistance to anyone with whom he came in contact.

NEW ATTORNEY

Bob Champion, training-in-service engineer, recently passed his bar examination and is now a full-fledged, licensed attorney.

In addition to this new accomplishment, Bob is functioning admirably in his comparatively new position as T.I.S. engineer.

We all congratulate Bob, who acquired this knowledge through a correspondence course at his home, in his leisure hours.

Jack Poole, of the Right of Way department, makes the sage observation as to the reason the Road Plans department was moved from the 3rd floor to the 4th floor. Jack says we should have a higher level of design for Montana highways, and by moving “Wick” and his crew up one floor, that desired end should be accomplished.

HERE WE GO, BRAGGING AGAIN!

This month’s panegyric letter comes from California, and we reproduce it herewith.

POMONA COLLEGE
Claremont, Calif.

October 7, 1963

Montana Highway Commission
Helena, Montana

Gentlemen:

This is simply to compliment you on the courtesy of some of your highway personnel. On returning from North Dakota early last month, we had a bit of car trouble on US 12 just west of Forsyth.

Two of your men were good enough to stop and help us locate the cause of the trouble and advised us where to get help. In the light of the sparsity of sizeable towns along the highway in that area, this was a courtesy very much appreciated.

Sincerely yours,
(sig) JOHN A. VIEG,
Chairman

We are grateful to Mr. Vieg for this nice letter, and we hope he returns to Montana often.



NEW ENGINEER AT GREAT FALLS

Ray Wiley has been named Division Engineer for the Great Falls Division. Ray has been with the department almost 22 years, and started out as a gravel checker back in 1940. He came up through the ranks as Rodman, Instrument man, and Project Engineer. His most recent position since 1961 was resident engineer, until his promotion to D. E. in November. Congratulations to Ray.

SERVICE AWARDS

Thirty-seven employees received service awards in October, with Charles A. Snyder heading the list with 30 years, and William E. Delaney and Foy L. Sturdevant with 25 years each.

Those receiving 15-year service pins were: Catherine G. Burke, Erwin D. Dunbar, Wesley D. Harcharik, Oscar L. Myers and Carl E. Turley.

Ten-year pins: John B. Arnold, Clifford V. Dunn, Granville J. Edgmond, Roger Henry Ganiere, William J. Janhunen, Eugene L. Keil, August H. Koetje, Keith R. Lewis, Kenneth L. McRae, Donald E. Mittlestadt, Gilbert A. Paulson, Thomas E. Rice, Margaret W. Roberts, William J. Routzahn, Lester M. Rudio, George A. Sitton and Leroy J. Switzler.

Five-year pins: Fremont F. Easbey, James V. Keyes, William R. Moseley, Gayle N. Netzer, Alvin L. Pierce, James A. Rangitsch, Kenneth G. Rapp, Leroy Stewart, Palma A. Sutich, Clive F. Talkington, H. Gene Warren, and Richard E. Wegner.

Grand Total of 385 years of loyal service to the Montana Highway Department.

The Center Line

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Helena, Montana



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